racter of solidity.

socher noticeable feature is the docks which have a built on the creek. Three hundred and sixty feet already been completed, and one hundred and sixty feet already been completed, and one hundred and sixty more are in progress. The contract was taken by mre. Fairchilds and Gilbert, and the works are inceed by Mr. F. P. Bunker.

be principal officers are William P. Libby, President; Stebbins, Treasurer; Mr. Warren, Secretary; Tyler berton, Engineer.

The charge of the existing company was \$3 per cubic st of gas, but on the 1st of July last it was reduced to \$6 the price the new company will charge. Thus a good result has been already attained by the anticities of the price that the state of the sta

me good result has been already attained by the anticipated compenyiston.

It is said that the Citizens' Gas Light Company's works will be the most extensive of the kind ever commenced and carried out at once in the United States. There are brigger in existence, but, commenced as they were for the requirements of small populations, their drat christs were as much smaller scale, and their works grew in magnitude as population increased, the supply thus keeping more with the demand. This is not the case with the new sempany, which has to meet at once the requirements of a large and rapidly increasing population, for whose supply of gas the existing company's capabilities are inadequate. The entire cont of the Citizens' Company's works will be about \$650,000.

Another valuable improvement in Brooklyn, which the citizens are already beginning to enjoy and appreciate, the city railroads, which, without the aid of "grid-teen bills," are almost faily stretching their iron arms in every direction, calculated to afford accommodation to the ranking complex city and exhibits. rapidly growing city and suburbs.

tarte at Fulton ferry, running through Furman street, ang the shore, and touches at the Wall street and South rries. themes presidently Surries, thence passing along through Atlantic street to Bedford. The simple connection of the three ferries by herse cars is in itself a progressive step of the greatest advantage, and thousands who do business in New York, and have hitherto been incommoded by the absence of this factivity, will gladly avail themselves of this important

pened a travel route on Fifth avenue to Greenwood smetery, which touches all the entrances to that beau-ful "City of the Dead." As soon as the Hunter's Foint seminus of the Long Island Railroad is opened, is same company will put their horse cars on the roat Jamaica.

he same company win put user having the people on the Jamaica.

Much gratification is expressed by the people on the inse of the road and in the village at this prospect. The series cars will run every hour, and will probably continue up to nise or ten o'clock at night. The steam are now run frequently enough in the middle of the lay, but do not run late enough to afford those doing runness in New York an opportunity of going home.

The City Railroad Company are laying a track through Bolumbia street, which will continue the line along the shore to Hamilton avenue; and when this is done all the larries will be thus admirably brought in connection.

REMOVAL OF THE ATLANTIC STREET TUNNEL. The long pending difficulty of "steam on Atlantic street" has been finally settled, and the abrogation of the gloomy tunnel has been at last decided. Steam will therefore be taken from the streets early in October, when it is supposed that there will be an immediate rise in the value of property in that section, which has heretofore been kept in a depreciated state by its obnexious presence.

ARV. HENRY WARD BRECHER'S NEW CHURCH.

ARV. HENRY WARD RECHER'S NEW CHURCH.
This enterprise remains in state que, the locality of
the future editice not having been fully determined. The
trustees of the church own fourteen lots on the Heights,
near Montague ferry, which were purchased as
an eligible site, but the difference of epinion
which marks the deliberations of the society has yet
prevented the selection of any spot. Some are in favor of
purchasing the ground of the Pierrepont street Baptist
church; others of rebuilding on the eits already occupied,
while a few believe the enlargement of the present structure would answer all the purposes required.
The latter plan is in no danger of being adopted, as we
are informed a plan has already been discussed, if not
determined.

The latter plan has already been discussed, are informed a plan has already been discussed, determined.

As most of the society are at present absent from the city, it is not likely that anything will be done in the matter until their return, when we understand some definite action will be had.

This commendable enterprise seems as yet to be under the shadow of the law, where the value of the lands appraised, and the manner of appraisament, have formed grounds for a tedious litigation. It may therefore be some time before the citizens of Brooklyn are able to enjoy the pleasure of rides and promenades in the rural suburb which has been contemplated for their sovereign

From all these facts it is evident that our neighbors o Brooklyn are following the example of enterprise which is visible to them on this side of the river. They are adopting measures, too, which are calculated to make them a people within themselves, a distinct municipality as it were, and more independent of their sirser city than they have been heretofore, in much that relates to both the pleasurer and business of life. We are glad it is so, and while New York muns ever be the grand focus in which will concentrate her enterprise, Brooklyn will become more and more one of those delightful suburbs to which our business men will retire, after theightiques of the day, to esjoy a repose and quiet comfort that is not to be found in the ever bustling precincts of the metropolis.

Mr. Snaw, the inventor of percussion caps, died at Bordentown, N. J., last week, having attained the age of achieved considerable eminence as an artist. A few years ago our government granted him quite a large sum for his invention for loading guns.

## FINANCIAL AND COMMERCIAL.

FRIDAY, Sept. 14-6 P. M. There is no change in the money market. The demand for call loans at 61 a 7 per cent is pretty active, and there is a fair supply of paper seeking discount at 61 a 71. For the present the alarm about a stringent money market appears to have subsided, and parties are lending as freely as ever

at the advanced rates.

A moderate business was done to day in foreign bills, within the limits of 109; a | for sterling, and 5.13; a 15 for francs, the quotations being for bank-ers' bills. The steamers to-morrow are the Fulton and the City of Manchester, which will probably take out from six to seven hundred thousand dol-lars, a fair proportion of which will be specie. The shipments of gold, at the present rate of ex-

The shipments of gold, at the present rate of exchange, is a very speculative business, and in many cases results in a loss to the shipper.

The transactions at the Stock Exchange to-day were large, and in most descriptions a further advance was realized. The bears appear to have withdrawa from the contest, and the upward movement proceeds without interruption. It is argued by those who believe in higher prices that, comparative recent business of the railways with that ing the present business of the railways with that of previous years, nearly all the leading railway stocks are very much lower than they ought to be. When last the roads took in as much money as they are now doing New York Central was selling at par, Rock Island at 90, Galena at or near par, Michigan Southern common at 70, Illinois Central at 110, Reading at 90, Eric at 60, and so on throughout the list, and it is argued that as the public gradually recover from the prejudice against railway property engendered by the crisis, these prices will undoubtedly rule once more. It is cer-tain that the recent advance of 15 a 20 per cent has rather tended to increase than to diminish the volume of purchases, both on speculation and for investment, by the outside public. Nor is this difficult to explain. Almost every person who has bought stocks within the past ainety days has made money; almost every bear seller has lost money. Even the recent decline of 6 a 8 per cent did not profit the bears, for their heaviest short sales were at the local select select sales were at the local select selec short sales were at the lowest points touched. The business of the North Pennsylvania Railroad Company thus streagthened, both in pocket and in confidence, enlarge the circle of their operations, while the bears are torrespondingly intimidated and driven from the circle of speculation. Of course it eannot be expected that each day shall witness an advance in every stock. There must, even in the most bull periods, be tall days and reactions; the most bull periods, be dull days and reactions; the advance in one stock may be greater than in others, and some may, for long priods, remain stationary and neglected. But it seems protty certain that all or nearly all the speculative tooks of the day will have profits to divide this fall and next spring, and it follows as a natural consequence that the chances are in favor of their being at least as high in price then as now. Hence, parties who are not regular from mails and express. 

commenced, and pipes are being laid in books, finish and flarriess streets and in Le Roy place.

The refort house is another building worthy of notice. It is a brick structure, 200 feet long by 66 feet wide, and so contain two hundred and twenty retoria. The roof so flight from trusses, both elegant and substantial and contain two hundred piles, capped and habered like the tanks, as are all the other buildings. The purifying house and the office, where the metric office places are built of the same materials as the discr portions of the works, and partake of the general market of colidity.

Central or Gaiena, or Rock Island or Toledo, or Illinois Central or Hudson River, and to hold them for at least one dividend. So long as this tendency exists on the part of the public the bears will probably have a hard roud to travel. The most accommodations to their contourner in formal received of the same materials as the discr portions of the works, and partake of the general market. bably have a hard road to travel. The most buoyant stocks of the day to-day were Erie, which advanced to 32, closing that bid, against 30; at the close yesterday; Rock Island, which sold at 82‡, closing 81‡ bid, against 82‡ yesterday; Illinois Central, which sold at 89, closing at 88‡ bid; and Toledo, which sold at 48‡, closing 48‡ bid. The demand for the Western shares generally was lively, and the cash sales larger than usual. New York Central was not so strong; it closed 87‡ bid. York Central was not so strong; it closed 87] bid, against 871 yesterday. Hudson River was firm at a small advance. At the close to-day the market was irregular, and stocks closed at the following quotations:-Virginia 6's, 91? a 92; Missouri 6's, quotations:—Virginia 6's, 91? a 92; Missouri 6's, 80? a 1; Canton, 20½ a 21; Cumberland Coal preferred, 14 a 15; Paciflo Mail, 83½ a 84; New York Central, 87; a ½; Erie, 32 a ½; Hudson River, 62½ a 63; Harlem, 18½ a ½; Harlem preferred, 48½ a 49; Reading, 47½ a ½; Michigan Central, 71½ a ½; 49; Reading, 41; a ; michigan Central, 71; a ; Michigan Southern and Northern Indiana, 22; a ;; do. guaranteed, 48; a ;; Panama, 126; a ;; lli-nois Central, 88; a ;; Galena and Chicago, 79; a ;; Cieveland and Toledo, 48; a ;; Chicago and Rock

The street has been full of rumors to-day in relation to the Artisans' Bank on the one side, and the Shoe and Leather Bank on the other. We have heard the stories of both sides; but as we underappointed a committee for the purpose of investigating the subject, and that this committee will probably make an authentic statement of the facts, we withhold our information on the subject for the present. The public will now have an opportunity of ascertaining whether the Clearing House Association is of any use, or whether, as has so often been stated, it is a mere old women's convention, incapable of taking any sensible action for the public interests.

public interests.

The business of the Sub-Treasury was as follows 

The exchanges at the Bank Clearing House this morning were \$21,166,201 47, and the balances The Illinois Central company has received pay-

ment in full this month on 6,000 shares, and up to this morning \$2,921,000 of the freeland bonds were redeemed. The advices from the Land Office of the 11th and 12th are of \$7,751 81 cash collected, and \$16 146 80 of lands sold. The Chicago, Burlington and Quincy road earned

the first week of September:-1859...... The Michigan Central road earned the first week

1860, \$82,500, of which \$32,000 was earned in the closing week. The movement of the banks in the four principal cities of the Union, in which weekly reports are made, as shown by their last statements, is as

The Chicago Press of Wednesday says:—
Daring the past week we have had several severe rain storms, which have been followed by cold, chilly weather. The cora crop all over the country is reported as looking well and fast improving. The deliveries of wheat during the week have been liberal; but owing to the receipts have been liberal; but owing to the receipts and shipments of flour and grain during the past week were as follows:—

The state of the s	STATE OF	aceipts.	Shipments
Flour, bbis		0.000	29,305
Wheat, bushols	96	8 401	790.491
Corn	SHARRING T	00.962	59,281
Cals	Section C.	4.616	52,235
Rye	<b>Manager</b>	1.226	The second second
Barley		10.514	1,339
The total receipts of flor	or and g	rain since	January 1.
compared with 1859, are as	follows:		San Spirit
		1560.	1859.
Flour, bbis		312,336	330,237
Wheat, bushels	6	,816,086	3,486,510
Corn	13	,391,623	3,877,768
Oats		964,688	706,981
Rye		152,662	99,998
Barley	*****	236,370	148,337
Annexed is the latest	return o	f the Ne	w Orleans
THE RESERVE AND ADDRESS OF THE PARTY OF THE	ER MINES		
banks :-	Ameta.		
			wic
Banks. Sept. 1.	Sert. 8.	Sept 1.	Sept. 8.
	523.784	3,170,766	3,205,757
	412 907	1.035,893	968.368
	514,720	1,072,284	1 247 401
	533,291	2 130 228	2.217.202
	294.913	336.275	253,313
	407.804	588.415	
Southern 437.607	486.603	462,768	
	281.700	419,522	
Merchants' 548,379	579,201	138,451	168,717
	044.224	127,391	
me concerns miel . Wings immi	STATE OF STREET		THE RESERVE OF THE PARTY OF

America	1,000,519	1,038,856	422,525	393,652
Total \$2	2,041,988	22,241,703	9,907,518	9,939,919
Increase	199,715	increase.	32,401	
		Liabilities		
AND REAL PROPERTY.		ation	Dep	
Citizeus' \$	3,457,515	3,417,995	3,538,934	3,361,239
Canal	902,355	886,705	680,959	521,567
Louisians	712,294	695,544	2,295,064	2,307,560
	1,792,025	1,780,080	4,007,723	4.115,193
Mech. & Trad.	300.765	295,705	722,481	670,702
N. Orleans	506,105	515,080	813,600	106,368
Southern	208,906	200 910	266,790	221.096
Union	405,330	395,390	1,062,070	1,042.617
Merchante'	404.540	399,560	279 450	221,366
Crescent City.	276,730	269,925	244,595	281.802
America	225,990	234,920	977,782	906,385
				** *** 000
	9,196,154			14,477,992
Decrease	138,420	Decrease.	. 400,649	s. Banks-
		ange	-Due Di	268 105
Citizenn'	\$403,918		373,635	108,798
Canal	35,535		92,730	125,474
Louisians	23,078		55.857	44 127
Lou. State	142.500		35 362	32,807
Mec. & Traders'	126,642		97.947	101,984
N. Orleant	257.096	272.573	*1,001	TAT'NO.
Union	153,526		263,933	199,411
Merchants'	90 990		66,963	41.347
Crescent Lity			3.394	17,530
Create day	0.000	0.007	14.714	405

paring the revenue so far of the present with that of the past fiscal year, the following result is

shown:	1858.	1859.
October	1391,395 10	416,929 61
November.	380 879 75	421,287 56
December	1950.	355 662 13
January	314,201 00	282,010 64
February	303,631 79.	332,743 77
March	400,984 69	425,487 05
April	360,T61 15	405,428 36
May	391,019 17	435.133 29
June	350,444 16	374,437 59
July	304,151 25	383,007 91
August	374,124 93	453 397 07
Total	4,296,515 90	4,296,615 00

Increase present fiscal year. \$388,869 78 The following is a comparative statement of the business of the North Pennsylvania Railroad Com-

1	Earnings in August, 1809	34,029	£,
1	In frest nine months of figure year	\$3,411 284,395 248,066	3
	The earnings of the Cleveland, Colut Cincinnati Railroad for August, 1860, wer From freight. 26,581 24 From passengers. 35,881 24	nbus a	94
	From mails and express 2,690 88 From rents 5,492 41 For August, 1850:— \$47,717 46	118 650	01

evening, remarks:—

The money market did not undergo any material change to day. There was a good demand, but it was not presenting, and the regular houses were able to extend the musul accommodations to their customers. In order to do this, however, it is found necessary to run balances protty close. The latter are in most cases down to the lowest working average. Western merchants will borrow more extensively of Eastern banks than in any former year, and thus a circulating medium equal to the wasts of the West will be supplied by the banks of Now England, New York and Pennsylvania. The market for Eastern exchange was barely sustained. It wavered early in the day with some of the dealers, but as the supply is not heavy in the aggregate, it was deemed best not to make a reduction in rates at present, or until dealers shall be able to meet the demand fully at lower figures. It is probable, however, that a decline will be established be fore the close of the week.

The Cincinnati Gazette of Tuesday evening thus The Cincinnati Gazete of Tuesday evening thus notices money and exchange matters in that city:

There has been an increasing demand for currency during the week, and there not being a corresponding increase in supplies, the money market has worked closer, but the regular house continue to take all the acceptable paper offered by their customers, and matters remain in a tolerably comfortable condition for this class of borrowers. But holders experience more difficulty in negotisting loans, and for outside paper rates are 1 a 2 per cent higher than on last fuesday. We quote good paper at 10 a 12 per ent, with a leasing to the latter figure. The market for Eastern exchange is heavy and rates are feebly sustained. The supply is not large in the aggregate, but most of the dealers are in want of currency, and in anticipation of lower figures they are anxious to realize. In some cases concessions were made on bankers' checks, and a portion of the drawers manifested a disposition to open to morrow at ½ premium buying, and ½ premium selling, but no understanding was arrived at in this regard up to the close of business.

At New Orleans, says the Bulletin of the 8th:—

At New Orleans, says the Bulletin of the 8th:

Business of nearly every description has considerably increased during the past week, and the spening of actuam augurs favorably for the future of the fall trade. The money market continues mactive, however, and the supply of capital is entirely disproportionate to the demand for accommodation. Strictly Al commercial securities are in active request, but there are very few of them on the market, and lower grades, which are somewhat abundant attract no special notice and cannot be placed inside of our last quotations. The banks take all the unexceptions ble names that are offered to them, and the market closes buoyant at the following rates:—Mortgage city paper, highest grades, 9; mortgage country and second class spaper, 12; factors? acceptances (Al) 9 to 12 mouths, 8, do. do. 6 months and under, 1½; long paper, good to No. 2, 10; long loans on first class collaterals, 8. The exchange market has moved along very steadily during the week, and no quotable variation transpired in rates of any description from the opening to the close. Offerings of both foreign and domestic continued quite limited, but they proved ample for the demand, which was inactive throughout. We quote as follows:—Clear steril g bills, 9½ a 10 per cent premium; balk rates, 10½ a 10½ per cent premium; bill of lading drafts, 8½ a 9½ per cent premium; finance 5 15 a 5.20 per dollar; sixty applies on the North, 1 a 1½ per cent discount: sight, par ½ per cent premium; mactained. Receipts have beel limited to \$6,000 from Tuspan, and \$169,000 from Brazes Santiago, and exports amounted to \$386,000, divided into six shippaents, all for New York.

The carnings of the Memphis and Charleston road At New Orleans, says the Bulletin of the 8th:

The earnings of the Memphis and Charleston ro

for the year ending July 1	were:-	
Receipts. 1859.	1860.	Increase.
Passengers\$751,923 01	975 259 33	223.346 82
Freights 509,991 66	682,673 20	72,581 60
Mails	55,175 00 22,089 08	8,369 35
Total\$1,330,812 40	1,635,096 67	804,284 27
The expenditures for	the year 18	59-60 were
\$751,500, leaving net ea	rnings to the	amount of
\$873,596 67.		
The earnings of the Ea-	st Tennessee	and Georgia

Railroad for the year ending June 30 were:-

Total receipts to Total receipts is		383,484 78 318,718 05	162,739 32 131,151 76
Increase		164,766 73	21,587 55
The earning Quincy Railro	gs by the Cl		
were:-	1859.	1960.	Increase

By telegraph we learn that the Michigan Central road gives a gain of \$12,500 on the first week of September.

Stock Exchange.  FRIDAY Sept. 14, 1800.  08000 Tenn 6's, '90 60 % 100 shs Read'g RR. sl0 48 % 12000 do 91 100 do 30 48 % 2000 do 310 48 % 200 do 310 48 % 9000 Missouri 6's. 81 300 do 48 % 1000 California 7's. 93 200 Mich Cen RR 71 % 3000 ERRādmbds ex 90 50 do 500 72 1000 Erie 24 m 56s. 98 50 do 510 71% 3000 ERRādmbds ex 90 50 do					
80000 Tenu 6's, '90 90%	FRIDAY, Sept. 14, 1860.  100 sha Read'g RR, alo 48 ½ 100 do				
12000 do 91	100 do 48 %				
20000 Virginia 6's 92 5000 N Carolina 6's. 98%	100 do 830 48 d 200 do 10 48				
9000 Missouri 6's 81	300 do 48				
1000 California T's 93	200 Mich Con RR 71%				
1000 Exta 24 m bds. 90	50 dob30 72 50 dob10 71%				
9000 Missouri 6's 81 1000 California T's 93 3000 ERRădimbde ex 90 1000 Erle 2d m bds. 90 3000 ERRădimbe, 1863 98 8000 ErleRatimbde 825/	200 M S & N Ind RR . 23				
5000 Eric RR4thmbds 82 1/2 1000 Eric RR5ds, 1875 60 5000 III Gen RR 5ds. 99 5000 LGR#III I g 5ds. 94 1/2	100 dob30 23				
1000 EricRada 1876 60 5000 III Osa RR bds. 99 5000 LORMII I g bds. 94%	60 do 22 X				
5000 LORMII I g bds. 94%	40 do 2314				
5000 HanASLJoRRbs. 72 5000 Chi & NW 24 m. 36	40 Ia Cr & Mil RR. 1%				
0000 Cal & Chi tat - 04	100 M 8 & N I g stook 47%				
3000 LEAW2dmbds 48 16000 Clev&Tol # f bds 78	100 dob60 47 \( \) 600 do 47 \( \) 100 do 47 \( \) 200 do 530 48				
20 she Ocean Bank. 97	100 do #60 475				
200 Canton Co 20 100 dob10 20% 200 do20%	160 dob60 48				
100 dob10 2016	200 do 530 48				
200 dob60 20%	100 Ill CenRR sop boo 89 14				
	40 1a Or & Mill RR. 1 1 1 10 do . 1 15 100 M S & N I g stock 47 1 100 do . b00 47 1 100 do . b00 47 1 100 do . b00 48 200 do . b0 48 100 III CenRR sep b60 50 1 100 do . b00 50 50 1 100 III CenRR sep b60 50 1 100 do . b00 50 50 1 10				
	250 do				
250 do 87%	60 do #30 85%				
100 dob60 87% 150 do 87%	200 do 545 89%				
400 do 87%	100 do b10 80 100 do 800 88%				
219 do 87%	100 do #60 8814				
50 Frie RR 510 30%	19 do 88 % 168 ClevaPitte R R 12 %				
100 do b10 31	22 GalenakChie R R 79				
210 do	160 ClevaPitta R R. 123 22 GalcoakChic R R 794 50 do 794 50 do 794 50 do 195 50 do 805 50 do 195 50 do 195 50 do 195 50 do 195				
200 dob30 31%	50 dob10 79%				
200 do	500 Cley & Tol R R 48				
50 do830 81%	100 do630 48 609 do 48% 50 do660 48%				
660 do 31 kg	50 dob60 48%				
50 do 3134	100 dob30 48 550 dob30 4834				
35 ErieRR as'd stock 31 14	50 do b60 481/				
100 Hadson River RR 62 250 do	100 do530 48% 100 do60 47% 50 do 48%				
100 dob10 6214	100 do 48%				
60 do 110 62 %	30 Chi & Rk is RR 82%				
160 do 6214	700 do 580 82%				
100 do 62% 600 Harlem RR 18%	100 do 82%				
100 00,	200 do \$30 82%				
100 do 1934	500 do 82 kg				
100 Harlem BB pre . 4756	25 Chi, B & Q RR 92				
	25 Chi, B & Q RR 92 100 do 93 91 4 50 do 91 14				
200 do b10 48%	50 Mil W Muss RR 13 W				
	BOARD.				
	DOOR -he Destine DU AN				
37000 Missouri 6's 50%	200 do				
1000 Tenn 6's, '90 91	100 do 71%				
3500 Ill Cen RR bds. 90	375 Mich Bo & N I gs 45				
10 ahs Pac M SS Co. 84%	and the same of th				
100 do b10 8414	25 Papama RR 12614				
100 do 84 534 N Y Cen RR 87%	100 III Con true b cas on				
10 do 500 87%	200 Gal & Chi RR 1936				

America. 9.999 2.297 16,714 496 260 do 510 87% 50 do 500 72% 75 do 500 do 500 72% 260 do 500 48% 260 Harism Rt. 185% 260 Harism Rt. 185% 260 Harism Rt. 185% 260 Harism Rt. 185% 260 do 500 82% 260 do 50

Family Marketing.

By the annexed list it will be seen that the scale of prices at Washington Market has undergone a slight change since our last quotations. For the last six months meats have remained at a standard figure, but the butchers

meats have remained at a standard figure, but the butchers now demand an advanced figure.

Porterbouse steak, 18c. a 20c.; sirioin, 12c. a 16c.; roasting pieces, 12c. a 16c.; corned pieces, 5c. a 19c.

Motton chops, 12c. a 14c.; hind quarters, 19c. a 12c.; lamb, 19c. a 14c.

Veal cutiets, 18c. a 20c., hind quarters, 19c. a 14c.

Fresh pork, 19c. a 12c.; hams, 14c.; shoulders, 11c. a 12c.; roasting pigs, 81 25 a 82 50 each.

Fowls, per 1b., 16c. a 18c.; broilers, per pair, 37c. a 81 26. turkeys, per 1b., 17c. a 20c.; geens, per 1b., 19c. a 12c.; ducks, per pair, 31 a 31 60.

Butter, 19c. a 25c. per 1b.; eggs, 14 for 25 cents.

Table centry, 16c. a 18c. per don.; cabbage, 4c. a 8c. per head; potatoes, 92 a 82 50 per bel.

Peachee, per q4., 12c. a 18c.; cranborries, per q4., 25c.

Thirlow, Maillard & Co.

126: ducks, per jb., 17c. a 20c.; geess, per jb., 10c. a
126: ducks, per jb., 17c. a 20c.; geess, per jb., 10c. a
126: ducks, per jb., 17c. a 20c.; geess, per jb., 10c. a
126: ducks, per jb., 17c. a 20c.; geess, per jb., 10c. a
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128: ducks, per jb., 17c. a 20c.; geess, per jb., 10c. a
128: ducks, per pair, \$1 a 1 5 60.

128: ducks, per jb., 12c. a 18c. per jb., 10c. a
128: ducks, per pair, \$1 a 1 5 60.

128: ducks, per jb., 12c. a 20c.; geess, per jb., 10c. a
128: ducks, per jb., 17c. a 20c.; geests.

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128: ducks, per pair, \$1 5 60.

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128: ducks per pair, \$1 50.

128: ducks per pair, \$1

THE DRY GOODS TRADE. The following is a comparative statement of the imports of foreign dry goods at New York for the west and since

Entered at the port. 44,722,357 89,962,946 81,620,922 Thrown on market. 52,967,027 90,060,937 82,607,419 The diminution in the importation of dry goods at this port, so confidently predicted by some writers, has not port, so confidently predicted by some writers, has not yet been realized. If any material decrease for the remainder of the present year, compared with the last, is to occur, the time has arrived when we should begin to receive some evidence of the fact. By reference to the above table it will be seen that the entries of dry goods the past week, as well as the amount thrown upon the market, have been in excess of those for the same arrived the tree presents.

upon the market, have been in excess of those for the same period the two preceding years. Taking the aggregates since the list of January last, they approximate nearer to those of the part year than persons may have been led to suppose. This will be seen from the following table:—

1859 1800. Decrease.

Entered at the port...\$49.962,945 81,620,122 8,842,800
Thrown upon market...\$90,605,537 82,007,419 7,983,518

Of the value of goods entered last week for consumpton, wooliens amounted to \$503,165 tootton goods to \$138-318, silks to \$368,990, flax to \$94,948, and miscellaneous articles to \$57.048.

-38	En	ucred for	Consumption.		The same of the same of
lo		s. Value.	1	kgt.	Value
m	Wool-		SHK-	75000	THE PARTY OF THE
	Wooilens 100			27	\$21,665
	Carpeting 114			10	8,470
	Cloths 88			10	4,833
150	Worsteds 22		Iates	56	28,940
7	Delaines 6	37,929	Velvets	15	11,236
n	Cotton & w. 20		Silk & wore	13	8,069
0-	Shawls 81	55 706	Braids & b.	18	11,900
y	Braids & b.	929	Crapes	9	7,298
or	Blankets 260	28 443	Bilk & cot	32	25,941
re	Hose 221	25,852	Raw	11	5.571
10	Worst, yarn 85		THE PERSON NAMED IN	-	-
4,			Total	443	\$368,990
of	Total 1,430	\$ \$503,166	Flax-		
	Cotton-	The state of the s	Lipens	454	\$66,864
85	Cottons 11	\$32,416	Handkit	4	2,738
r,	Colored 6	22 520			20,785
	Emb. mus 3	8 20 800			3.874
84	Prints 1	2 4,528			1
o.	Iaces 2			.573	\$94,261
	Handkin 1				7207475767
y	Spool 19				\$25,240
		8 1.361		12	2,520
e.	Hose 20			- 8	
10		Constitute of	Lea. Gloves		8,195
de	Total 59	8 \$138 318	Embroid's		
	Silk-		Suspenders.		3,027
	Silks 12	8 \$137.496	Matting	ĭ	52
16	Ribbons 8				
7	Cravate 3			177	\$51,048
	-9 FF - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1	DOM: COMPANY		200	4021030
10		narawn /	rom Warehouse.		
	Wool-		Silk—		
m	Woollens 2			14	
80		9 7,050		4	
10				3	
	Worsteds 17			4	
		1 3,97		2	
d	Cot. & worst 4				
		5 10,010 5 38			
				. 1	723
4		1 11			
12	Blankets 6			56	\$48,110
10	Hose				***
-	Worst. yarn	5 1,470		49	\$8,910
15	2011		Thread		1,099
-3	Total 38	0 \$132,267	Linen & Cou	. 9	1,763
17				-	
200	Texas Visit III		Total	63	\$11,772
e	Cotton-		Miscellaneous-		-
f	Cottons 6		Straw goods	40	\$12,541
	Colored 1		THE RESERVE OF THE PARTY OF THE		
13	Em. muslins 1		Corneta		
a	Prints 1		Suspenders.	3	1,115
	Spool 4			7	
	Hose 3	2 6,380	Ollcloth	2	152

Clothe	2	\$1.742	Clavats	45	\$6.562
Cothe	2	\$1.742	Clavats	45	\$6.562
Cothe	2	\$1.742	Clavats	45	\$6.562
Cothe	2	\$1.742	Clavats	45	\$6.562
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Cothe	2	\$1.742	Clavats	45	\$1.742
Cothe	2	\$1.742	Clavats	45	\$1.742
Cothe	2	\$1.742	Clavats	45	\$1.742
Cothe	2	\$1.742	Clavats	47	\$1.742
Cothe	2	\$1.742	Clavats	47	\$1.742
Cothe	2	\$1.742	C Total ..... 108 \$35,555		
 lotton
 25,857

 Cottons
 103
 25,857

 Colored
 23
 3,624

 Prints
 15
 2,628

 Handk'chft
 11
 2,658

 Spool
 33
 4,060

 Hose
 23
 3,665
 Total ... . 20 \$5,867

Total.....205 \$42,322 Pkgs. . . . . 1,436 . . . . 598 3,227 \$1,165,782 3250,061

There was more doing for export, heavy shipments having been made to Chile and to Mexico, with fair shipments to Brazil and New Granada. The exports of cotton domestic goods from the port of New York for the weez ending September 14, 1860, were as follows:— Value. \$1,886 60,186 14,576 11,863 30,177 2,460 1,075 1,460 3,303 168 3,038 248 347

at our quotations. Wheat was heavy, and from 30 to 70, per bushel lower, but active at the concession. The sales, to arrive and on the spot, chiefly on speculation and for export, reached about 225 050 bubbels, which, though reported, seem almost fabulous: \$1.50 a \$1.60 for fair choice white Michigan and Kentacky, \$1.37½ at \$4.5 for fair to good white Ohio, \$1.34 a \$1.35 for small lots do, and \$1.21 a \$1.25 for Nos. 1 and 2 Chicago spring. Corn was also cheaper, with a fair demand, chiefly for the Eastward, with sales of about \$0,000 bushels, at \$6.50 a \$65. for Western mixed and at 70c. a 71c. for Western yellow. Rey was firm at 78c. a \$60c. 1,760 bushels State apring barley was sold at 78c. Costs continued firm at \$10. a \$2.5 for Western mixed and at an and at \$2c. for State.

Costs: Continued firm at \$10. a \$2c. for Western and Canadian and at \$2c. for State.

Costs:—The market was firm, with limited sales, including \$60 base, at unchanged prices.

Figuriars were moderate, emoracing \$50 a \$60 biles, at unchanged prices.

Figuriars were hardly so firm, but were quite active of Liverpool, about 100,000 bushels wheat were engaged, in bulk and ship's bags, at \$12\frac{1}{2}.a \$13\frac{1}{2}.a\$ (a) \$0.000 biles, at unchanged prices.

Figuriars were hardly so firm, but were quite active of Liverpool, about 100,000 bushels wheat were engaged, in bulk and ship's bags, were laken at \$2c. do. 13 do. \$4.40 biles, tallow at \$3c. \$60 bbis. rosin at \$2c. and \$200 do., to fill up, at \$2c. \$6d. To London, \$3000 biles, at unchanged prices have a few of demand for charters, and several mall vessels as good demand for charters, and several mall vessels as good demand for charters, and several mall vessels as a good demand. For charters, and several mall vessels as a good demand for charters, and several mall vessels and the stock is malerially reduced. The sales have been 10,600 oriono at \$2c. six months; \$2,000 Beenso Ayres at \$286, c. 0; \$700 Colfornia at \$22c. do.; 1,500 Megria have been 10,600 oriono at \$2c. six months; \$2

Winsary was heavy, with sales of 300 bbls. at 24c. a 24 ½c.
Woon.—The market continues tolerably active for this article. The damand has been mostly for domestic, and the sales running on Texas and California chiefly. In foreign there is less doing, and we hear of no sales of importance. Sales of domestic comprise 200 bales Texas at 20c. a 26c for unwashed, and 36c for washed; and 576 bales California at prices ranging from 15c. a 33c. Nothing doing in pulled of importance. Fiscoes are not active.

The Potato Crop.

Missouri.—The St. Louis (Mo.) Democrat says that the potato crop has been unusually profile and time in quality in that vicinity, and that some firms are sending of vast quantities daily, not only to the parts in that State which have suffered from drought, but to Kansas, New Mexico, and even to Utah.

MANNO, and even to Clan.

MANNE.—The potato crop of Maine is now coming freely
to market, and it is said to be immense and healthy.

Good early varieties sell as low as 35 cents per bushel.

## POSTAL DIRECTORY.

POSTAL DIRECTORY.

Foreign and Domestic Mass.

TIME OF CLOSING AT THE NEW YORK OFFICE.

North-Albany, Buffalo and Casada... 34 P. M.

North-And West way mail... 4. A.M. and 44 P. M.

North and West way mail... 5. A.M. and 44 P. M.

North and So. W. mails... 5. A.M. and 44 P. M.

North and So. W. mails... 5. A.M. and 44 P. M.

Sastern mail, via Krie RR... 5. A.M. and 44 P. M.

Sastern mail, via Krie RR... 5. A.M. and 44 P. M.

Sastern mail, via Krie RR... 5. A.M. and 44 P. M.

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## SHIPPING NEWS.

Data For John Sept 4 Hew Tork Sept 4 Hew Tork Sept 4 Hew York Sept 5 New York Sept 5 Quade Sept 6 Quade Sept 8 Douton Sept 1 Hew York Sept 1 Hew York Sept 1 Hew York Sept 1 Hew York Sept 1 Souton Sept 1 New York KIROPE. Canadian...
Europa...
Adristic...
Comnaught...
Edinburg...
Anglo Saxon...
Arago ...... Arago Bosthampton Sept 19 New York
POR EUROPE

City of Hanchesier New York Sept 15 Liverpool
Falson New York Sept 15 Harre
Bavaria New York Sept 15 Harre
Bavaria New York Sept 15 Harre
City of Washington New York Sept 12 Liverpool
Blinois Sept 17 Liverpool
Leinstor Boston Sept 18 Liverpool
Leinstor Boston Sept 18 Liverpool
Regis Sept 18 Galway
Asia Sew York Sept 27 Liverpool
Eagarroo New York Sept 28 Liverpool
Femans New York Sept 28 Rement
Teutonia New York Sept 28 Rement
Teutonia New York Out I Hamburg
Europa Souton Ot 2 Liverpool
Adriatic New York Ot Liverpool POR CALIFORNIA.

New York Sept 21. Aspinwall

New York Out 1. Aspinwall

New York Out 1. Aspinwall

POR GALIFORNIA.

North Star. New York. Sept El. Aspin wall Artel. New York. Sept El. Aspin wall Artel. New York. Sept El. Aspin wall Artel. New York. Oct I. Aspin wall Electron Light. New York. Oct II. Aspin wall HAVANA, MATANKAB AND NEW ORLEANS.

HINNYLISE—From New York Ist. Astriving at Havana Sth. Briving at New York 28.

CARAWAS—From New York Lith. Astriving at Havana 18th. And New Orleans 20th. From New Orleans 20th. Havana 26th. Artiving at New York 28.

DENOTO—From New York 20th Carriving at Havana 26th. Astriving at New York 12th.

QUARKE CITY—From New York for Havana 6th. Astriving at New York 12th.

QUARKE CITY—From New York for Mainneas on the 8th of each month, at P. M.

KARDAS—From New York for Mainneas on the 8th of each month, at P. M.

KARDAS—From New York for Havana Tia Namen, NP, on the artiving of every alternate Cunsent decemer at New York. N. B.—When the shorte date fall on Sunday the steamers will leave New Orleans on the date fall on Monday, the steamers will leave New Orleans on the date fall on Monday, the steamers will leave New Orleans on the May Pervious.

SPECIAL NOTICE.

All prechages and letters intended for the New York Heraalo

All pechages and letters intended for the NEW York HERALD should be excled.

Port of New York, September 14, 1860.

Port of New York, September 14, 1860.

CLEARED.

Steamship City of Manchester (Br), Micrhouse, Queensiown and Liverpool—J G Dale.

Steamship Fullon, Wotton, Southampton and Havre—N V and Have Steamship Co.

theamship Fullon, Wotton, Southampton and Have—N V and Have Steamship Co.

theamship Bavaria (Ham), Meier, Southampton and Hamburg—Eunhardt & Co.

Ship D Frequence (Br), Menabo, Ghagow—Maliland, Phelps A Co.

Bark Carry, Wooster, Rotterdam—Funch & Meincke,
Bark Geens Favorite, Norrie Glasgow—Dovale & Co.

Bark Lynn, Thompson, Havana—Trujllio & Rousell,
Bark Mary, Unites, Frindad—J & Sieghenson a Co.

Brig London, Forting Hambard, Brighton, Brighton, Brighton, Brighton, Hawana—Trujllio & Rowell,
Brig London, Fredholm, Hambard, Brighton, Brighton, Brighton, Brighton, Hawana—D & Dewoof,
Felbr Maria, Gilvares, Chudad Beltvar—& Boch,
Schr Margaret Abb, Whelpley, St John, NS—A Smithers &

Co.

Solt Helen, Long, Wobile—F H Brigham.

Co.
Schr Helen, Long, Mobile—W. H. Brigham.
Schr William I. Burroughe, Bickforn, Sarannah—Dunham & Dimon.
Schr Heura Gertrude, Campbell, Charleston.
Schr Heu Bled, Nordl. Williamston—J. Smith & Co.
Schr Mary Langdon, Jackson. Portland—G. I. Hatch.
Schr C. Williams, Golding, Piymonth—J. Benich & Co.
Sloop America, Etedman, Providence—Master.

Sloop America, Stedman, Providence—Master,
ARRIVED.

Steamship Florida, Crowell, Savannah, with mides and passengers, to S. J. Michill & Son. 13th Inst. at A.M. Cape Hatterns Light N by W. signalized steamship Star of the Stouth,
hence for Favannah.

Hiesmship Menticelle, Gager, Washington, &c. with mides
and passengers, to H B Cromwell & Co.

Riesmship Patapaen, Vall, Portland, with mides and passenzers, to H B Cromwell & Co.

Ship Australia, Tewar, Laverpool, M days, with mides and
26 passengers, to Williams & G. Son. 5th inst, ins. sl. 55, lon 50,

lest jibboom and fore topgaliantmas. Had light W einde the entire passes we. rid, Knight, Liverpool, Aug 9, with moise and 127 passengers (all well), to C Grimoni. Sirp K O Scranton. Magna, Liverpool, Aug 10, with moise, to Lawrence, Gilles & Co. Ship Agnes (of Hoston), Jones, Sunderland, 44 days, with coal, to H A F W Meyer. Bas and W which daring its entire coal, to H A F W Meyer. 

Ship Sir Robert Peel, Larrabee, from London-in sight at sunset in the Rastern offing.

A ship supposed to be the Rhine, Moore, from London-in sight at wind at sunset S, light.

Herald Marine Correspondence.

CUTCHOGUF, I. I. Sept 13—4 schr. Julie new, supposed to be the Tilton (hefore reported) from two palls picked up on the beach and so marked, came sahore bottom up between 7 and 9 o'clock hat evening. Her spars and sails are hanging along-side. Her cargo is strewn for miles along the beach, and occaside to No 2 mackerel in bils and ht this, marked "J French, linspector, Eastport, Maine," herfine marked the same and laths. Nothing is known of the crew. The wreck lies about 8 rods from shore, opposite this place.

Miscella necess.

Capt Swett, of brig Julia Ford, from St Kitts and Torks Islands, reports:—A ship and a bark (names inknown) were wrecked on Caicos, Turks Islands, previous to Aug 29. The former was a Boston ship, bound to New Orleans.

We thank Purmer Hempstead, of steamship Forlos, from

We thank Purner Hempstead, of steamahip Ferion, from Savannah for renewed attentions.

Baux Sars Donnarce (new), Blina, of and from Preeport for New York in ballast, at 8 PM of 12th inst, during the 85 rain atom, while running in for a harbor was ashore on 8 beed of Spectacle Island, Boston harbor, where she remained on 18th. The steaming Huron went to her assistance at high water Alford 18th, and attempted to get her off, but could not sart her. She will have to discharge ballast. Her bottom is chafed, but she is not otherwise damaged.

Sens Garatza, Gage, hence at Augusta, with corn and four, arrives at North's wharf about 7 PR 6th inst, the tide being out. At 2 AM 6th the cree were aroused by the sudder falling out. At 2 AM 6th the cree were aroused by the sudder falling out. At 2 AM 6th the cree were aroused by the sudder falling out. At 2 AM 6th the cree were aroused by the sudder falling out. At 2 AM 6th the cree were aroused by the sudder falling out. At 2 AM 6th the cree were aroused by the sudder falling out. We will be sufficient to the count of the count of the count of the sudder of the count of the sudder of the count of the count of the sudder of the count of the sudder out and cold it small loss at anotion. About 40 bbis flour have been taken out, the balance at the found of the sudder of the 7th balance have found and cold the sum of the count take not found the sudder of the 7th balance at the flow Shake, but success the 7th balance at the flow Shake, but success the 7th balance at the flow Shake between Severior of the 7th balance at the flow Shake between Severior of the 7th balance at the 7th when the sum of the state of the 7th balance at the 7th water. suil being on board.

Scur Many Bayren (of Yorktown). Newcomb, went ashere
on the 7th inst, at a place called Tow Sinke, between Severa
and Ware rivers. The cargo (2400 brakels wheat) was partly
axed, but the vessel is a total law.

Laurengn—A fine schr of about 170 tone, called the Mary
Kelley, from the yard of C H Kelley, Calain, on Sainving inst.
Nie is owned by C H Kelley, E A Barnard, Joseph A Lee and
others.

others.

Whalemen.
Sid from New Bedford 13th Inst. ship Jirch Perry, Sherman, Pacific Ocean.
On Western Ground July 31, barks Edward, Smalley, of NE, ciean; Aug 1, John Dawson, Cornell, ds, 50 sp since leaving Hermude; 2d, ship Draper, Parker, de, 50 sp; bark Treplo Bird, Diminick, do, 250 sp.
Seen Aug 24, lat 21 [15, loo 30, bark Ecchachild, Allerico, of Oricans, with boats in chase of a whale.

Orienns, with boats in chase of a whate.

Noby Sarah Chase, Evans, from St John, NB, for Leverycol, all well-France, Evans, from St John, NB, for Leverycol, all well-France, and the state of the white, was seen Aug II, 1st 1640 S, lon 36 50 W.

Forretgyn Ports.

Artifora, Aug II—In port berk Cochimate, for Boxoo, brig. Ibasos, for N York Sep 13.

Igonature, Aug 30—In port brig Foster, Lavender, from and for Boston next day.

Ponto Canettalo, Aug 20—No Am vessel in port.

ST KITTA, Aug 22—No Am vessel in port.

[Pass Bransmar Mustra, orr. CAP Rage—Tribetkernic.]

ST KITE, Aug 22—No Am vessel in port.

[Pan Swammer Mainta, ore Care Race—TERGRETER:]

Are from NYork let, Fray, at Plymouth, Jane Bagget and

Rebra, Grocker, in the Glyde; 2d, D Stewart, at Liverpool; sib,

Barver Birch, at do.

Are from Galvestos 2d, Shultz, at Liverpool.

Are from Charleston 4th, Wm Chamberisin, at Liverpool.

Fild for NYork let. D C Yeatou, from Spinesizad; M Evane,

from Portamouth, 4d, Yorktown, from Deal; Win Tappeott,

from Liverpool. rin for a vor ist. If C vesson, from Sunersand, it evene, from Portamouth, 4d, Yorkhown, from Deal; Wn Tapecott, from Liverpool.
Sid for Noriesna 2d, Grace Ross, from Deal; Success, J P Whitney and Sheridan, from Bristoli, Roadicia, from Liverpool; 2d, Empress, Aritzan and J Fish, from do.
Sid for Philadelphia Ist, Montebello and Lancaster, from Liverpool.

Sat for Philadelphia Ist, accessors and Laccaser, from Liverpool.

(The Latest via Queenstown.)

Arr from NYork, Or Barth, at Hannourg, Anna Delius, at Bremen, Seth Sprague, at Brouwershaven, Rhaite, at Bordeux; Common January, 1997,

Liverpool. Sept 5-The National Guard, for New York, has put back leaky.

Liverpuol. Sept 5—The National Guard, for New York, has put back leaky.

ALEXANDRIA, Sept 11. Fild schra Allen Middleton Jr. Flopie, Frovidence, G. Jagne, Rowland, Unidagencia, Afesta, Robins, Frovidence, G. Jagne, Rowland, Unidagencia, Afesta, Robins, Frovidence, G. Jagne, Rowland, Unidagencia, Afesta, Robins, Robin CHARLESTON, Sept 19—Arr schr Albert Field, Fidlips, Fidlips, NYork,
DIGHTON, Sept 12—Arr schr Albert Field, Fidlips, Fidlips, Rid schrs W A Crocker, Endicot, Alexandras, H W
Morse, Philips, Fhiladelphia.

RAST GREEN WICH, Sept 12—Arr schra Mary Romm, Headerson, Delaware City; Emily, Thompson, Elizabethperi.

JARDINER, Sept 3—Arr schra Joseph Tirner, Crowell,
Bulmore, 6th, W S Partridge, Hiz, New York; 17th, C W Smith,
Hamilto, Kinabethpert, Mid Eth, salv Chorub, Balley, NYork

GOTON, Sept 12—Arr schr Richard Law, Salterly, Non
London, State Company, Sept 12—Arr schr Richard Law, Salterly, Non
London, Sept 13—Arr schr Richard Law, Salterly, Non
London, Sept 14—Arr schr Richard Law, Sept 14—Arr schr dont.

HARTFORD, Sept 13—Arr mihr J Buckelew, Bennet, New Brunewick, Sid 12th, steamer Thomas Sparks, Grunley, Phi-

dout.

IIARTFORD. Sept 13—Arr miter J Buckelew, Bennet, New Brunewick. Sid 12h, steamer Thomas Sparks, Grambey, Philadelphia.

EOBILE. Sept 8—Arr barks Syrina Gorl, Amal, Mannasa; William, Smith, Sey West, Sy brig Rondutrio, Soler, Havana; Gid schr J S Lee, Corson, Boston.

NEW ORLSANS, Sept 8—Arr barks Carl Betton (Swei, Richards, Cld schr J S Lee, Corson, Boston.

NEW ORLSANS, Sept 8—Arr barks Carl Betton (Swei, Richards, Shirt, G T Smith, Westerland, do.; H Tome, Promington, previously reported ashers at the head of the France, Vid schoon stip Empire City, Howes, North via Stavana, brig A A Chaptain, Medical Research, Cornell Stavana, brig A A Chaptain, Medical Research, Bellew, Nickell, and Markh J Ward. Binchey, from Boston, G P Fatzen, Mitchell, and Markh J Ward. Binchey, from Boston, Belle Wood, Hush, and Far West, Frindle, from Nyork.

Isth—Arr toy leb ship Gallego, Rio Janeire; bark Eghaute, Bordeaux.

Towed to sea Ch, bark William & Jane.

NORFOLK, Sept 11—In Hampton Roads brig Belle, Weile, from Sombrero for orders. Cld sack Golden Gaie, Wesse, Nyork.

Isht—Arr schr Occan Wave, Zuliff, NYork. Cld bark France, Nork.

Towed to sea 6th, bark William & Jane.

NORFOLK. Sept 11—In Hampton Boads brig Belle, Wede, NORFOLK. Sept 11—In Hampton Boads brig Belle, Wede, From Sombergo for orders. Cld seak Golden Gate, Weden, Nork.

Rhis—Arr schr Ocean Wave, Zollif, NYork. Cld bark Tenae, Avers. Portsmouth. Bost.

NEW BEDFORD, Sept 13—Eld brig Mary & Susan, Enton., Philadelphia. schr H D Grindle, Turner, NYork.

NEWPORK, Sept 13 Phi—Arr schr Mangen, Grapo, Philadelphia. Schr H D Grindle, Turner, NYork.

NEWPORK, Sept 13 Phi—Arr schr Mangen, Grapo, Philadelphia. Schr H Marger, Holmes Wide for hallmore for Allestone, Ballimore for Albedford; Gardagens, Grapo, Philadelphia Bodon for doi: H W Morne. Philips. Faunton for Alessandra; J Marfield, May, Philadelphia for Boson: Village Relied Bry. Harvey, Windsor, NS. for New York; Connet Gri, Lamb, Sydney for do. Returned, schr Sarah Gardiner, Marzebensel, and Julia Maria.

NEW LONDON, Sept 13—Arr with Jas Mages. Lynch, New Brunawick for Hartford; sloops Washington, Slebards, Elizabethport for Providence: Franklin, Avery, Nyork; Glessor, do. In outer harbor, a skip and two brigs.

PASS GA YALLO, Sept 3—Arr at the bar, bark Lapwing, Greenman. Nyork for Indianols.

PHILADIO: For Role, Kenny, Barbadow to Turks i Sanada.

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PHILADIO: For Role of Marks Superior, Robertson, Hearn, Philadelphia for Elizawoth. Thos His, Hail, Nyori for Go. Zacono, Murch, Franklin for Nyork Superior, Robertson, Researand for do. Cld schr Georgie Decing, Pinkham, Washing, For Stork, Superior, Robertson, Researand for do. Cld schr Georgie Decing, Pinkham, Washing, For Stork, Superior, Robertson, Researand, Hambilia, Espatibal for North Superior, Robertson, Researand, Hambilia, Espatibal for North Superior, Robertson, Researand, Philadelphia.

PONTSMOUTH, Sept 13—Arr schr Eagle, Gregory, Nyork, Philadelphia.

PONTSMOUTH, Sept 13—Arr schr Eagle, Gregory, Nyork, P

Philadelphia.

TAUNTON, Sept 13-Kid sohr James Nellson, Burs, Philadelphia.

WILMINGTON, NC. Sept 12-Arr steamable Parkerssong, Powell, Hew York. Cld sohes E J Talbon, Sweetland, Bosson, Wild World, Euros, Tayor.